

CHAPTER 9

Miscellaneous

9.1 PARACHUTE JUMPS

9.1.1 General. Practice parachute jumps other than those required in the necessary and normal course of training or experimentation shall not be made unless expressly authorized by CNO. Authority to conduct parachute jumps required by training syllabuses or experimental projects is delegated to the commands assigned cognizance of the training or the experimental project.

9.1.2 Delayed Release Jumps. Delayed release parachute jumps shall not be made except as authorized by CNO. Any jump where no attempt is made to open the parachute immediately upon clearing the aircraft is considered a delayed release jump. Authority to conduct delayed release parachute jumps for test or evaluation is hereby delegated to commands assigned cognizance of test or experimental projects.

9.1.3 Jump Precautions. When authorized parachute jumps are to be made in the vicinity of bodies of water, personnel making the jumps shall wear life preservers. Adequate provisions for rescue of the jumper should be made beforehand.

9.1.4 Federal Aviation Regulations. FAR, Part 105, details information that must be provided the FAA and delineates strict communication requirements that must be complied with prior to and during parachute operations. Aircraft commanders shall be thoroughly familiar with the procedures prior to conducting parachute operations from naval aircraft.

9.1.5 Demonstrations. Paragraph 3.3 provides information on flight demonstrations.

9.2 SECURITY OF AIRCRAFT AWAY FROM BASE

9.2.1 General. When it is necessary to leave an aircraft on a field, airport, beach, body of water, or

other area where military or naval personnel cannot take custody of the aircraft, the pilot in command shall take proper measures to ensure the safety of the aircraft and any classified equipment. When naval aircraft operating in company have landed away from home base, the senior naval aviator/naval flight officer shall be responsible for all of the aircraft as if a detached unit operation were being conducted under his/her cognizance.

9.2.2 Aircraft Mishap. In case of mishap to an aircraft, the pilot in command is responsible for its safe custody until the aircraft has been taken into custody by proper authority in accordance with the provisions of OPNAVINST 3750.6.

9.3 AIRCRAFT NOISE ABATEMENT

Aircraft noise creates a major public relations problem. All commands shall review their operating practices on a continuing basis with a view toward minimizing this nuisance to the public. CNO (N785F) should be informed of complaints that are considered serious by the commanding officer.

9.4 CLAIMS FOR PERSONAL PROPERTY IN MARITIME DISASTERS OF AIRCRAFT

a. During aircraft operations over open water, a forced landing is an ever present possibility. The probability of damage to the personal property aboard any aircraft exists. The condition is known to all personnel.

b. In view of the existing hazard to personal property in such operations, it is incumbent upon the personnel so engaged to use good judgment regarding the articles of personal property that are carried on such flights. They shall not needlessly jeopardize personal property that does not serve the personnel in the performance of the military missions of the aircraft in which they are em-

barked. When aircraft are in the execution of transfer flights from shore station to embarkation on ships and vice versa and in other similar cases, the transportation in the aircraft of articles of clothing not specifically required in the flight operation is considered to be justifiable.

c. The latest information concerning submission and payment of these claims is contained in the MILPERSMAN.

9.5 U.S. CUSTOMS, HEALTH, IMMIGRATION, AND AGRICULTURAL CLEARANCE

9.5.1 Naval Aircraft. Every effort should be made to arrive at the entry airport during those periods of time when customs/health/ immigration/agriculture services are available. Official working hours within the U.S. is usually 0800 to 1700 local, Monday through Friday. Overtime charges accrue for services performed after official working hours.

9.5.2 Military Aircraft Arriving in the Continental U.S. From Overseas. Military departments that operate aircraft arriving in the CONUS from overseas shall provide timely advance notice of the aircraft's point of departure and expected arrival time at a U.S. airport of entry.

9.5.3 Discharging of Passengers/ Cargo. The aircraft commander/mission commander shall not permit any cargo, baggage, or equipment to be removed from the aircraft without permission from customs officials. Passengers or crewmembers shall not depart from the landing site prior to release by the customs official. Removal of cargo and/or departure of personnel may be allowed should such be necessary for the safety or preservation of life and property. Violations of customs regulations could result in a fine for which the aircraft commander/mission commander may be personally responsible.

9.5.4 Foreign Military Aircraft. Commanding officers are advised to inform the pilot in command

of visiting foreign military aircraft that the aforementioned formalities must be complied with before the aircraft and crew may be given clearance through customs. Additionally, commanding officers of all naval air activities whose facilities are used by foreign aircraft are directed to advise appropriate local government officials of the intended movements into or out of the United States by such aircraft.

9.5.5 Medical or Economic Insect Pests.

When notified by competent authority of a potential hazard from medical or economic insect pests, such as disease carrying mosquitoes, Mediterranean fruit fly, Japanese beetle, etc., commanding officers shall in cooperation with the cognizant Governmental agency institute appropriate inspection and/or quarantine procedures for the control of such pests. Technical assistance may be obtained from the Naval Environmental Health Center; Environmental and Preventive Medicine Unit; or disease, vector, ecology, and control centers.

9.6 DISPERSAL OF PESTICIDES

Pesticides shall not be dispersed from naval aircraft in the continental U.S. or possessions without approval of the Navy Regional Commander, Commander Marine Corps Air Bases, or his/her delegated authority. In areas where there is danger of spray contamination to civilian property, all property owners must be contacted and their permission obtained. Where state statutory authority permits release by boards of county commissioners and/or other authorized agencies against claims and damages resulting from aerial dispersal of pesticides, such release may be obtained in lieu of individual property owner permission. The use of aircraft in the dispersal of a pesticide shall not be approved unless the application is recommended by a BUMED medical entomologist or a Naval Facilities Engineering Command (NAVFACENGCOM) applied biologist who is certified as a DOD pesticide applicator in Category 11, Aerial Application.